



1998-1



**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



BACK ISSUES of *The Bottle Shipwright* are available from **SAUL BOBROFF**, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from **RAY HANDWERKER**, 5075 FREEPORT DR. SPRING HILL, FL. 34606 Please send check or money order payable to **RAY HANDWERKER**. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each.

HATS & T-SHIRTS are available in white only. The baseball caps with emblems are \$6.00 each. White T-Shirts with the emblem come in small, Medium, Large for \$15.00 each. Extra large add \$3.00, Extra/Extra Large add \$5.00 each. Please send Check or Money Order Only **PAYABLE TO: Raymond Handwerker at 5075 Freeport Drive, Spring Hill, Florida 34606 U.S.A.** Overseas members add \$2.00 for shipping.

There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

The Bottle Shipwright

Volume 16. Number 1.

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Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER: The " Endeavor" by,
Juan Rodriguez Del Barrio

BACK COVER: Jack Hinkley's
(dust cover) Boat Shed.

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THAT IS ALL!

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Our Association was formed sixteen years ago and has grown from a handful of "plank owners" to an association of substantial membership, be they bottle-ship builders, collectors or both. For most of the sixteen years the common thread that has held us together is our Journal, THE BOTTLE SHIPWRIGHT. For those that are not aware, our Journal is edited, produced and mailed by a single unpaid volunteer; Ray Handwerker. Your dues are used to maintain the production of The Bottle Shipwright. In all of those sixteen years only once has the cost increased. Unfortunately, we can no longer hold the line against rising costs of production, added to the last increase in Postal rates. We are, therefore, forced to increase the annual dues to \$20. It is our hope that you members will understand and continue to support our Association.

WELCOME ABOARD, to all of our new members. Let us hear from you with photos, articles and drawings of your work. These are what makes your Journal, THE BOTTLE SHIPWRIGHT a great bottleship publication.

HIT THE BOTTLE *Jack* 1.

Send Material for the Editor to -----
5075 Freeport Drive, Spring Hill, FL., 34606

Ray Handwerker



The Year 2000, The start of the next century, the new millennium . Where will you be , what will you be doing ???.

Hay : I've got a great idea , how about we all get together at Historic Mystic Seaport in Connecticut for a conference . Let's say sometime early in the year . Sound good ? Two and a half years, gives you plenty of time to save your pennies and make your plans . Even finish that SIB your are working on . Jack Hinkley and Frank Skurka are working on the details , so stay tuned for more info.

There are still a few copies of the 10th Anniversary cover, that was painted by the late George Pinter, available and suitable for framing. (Mine looks great framed) Carolyn Pinter could use a little help. Cost is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Ma. 02338.

Now-Let's refill those botties!

WELCOME ABOARD NEW MEMBERS .

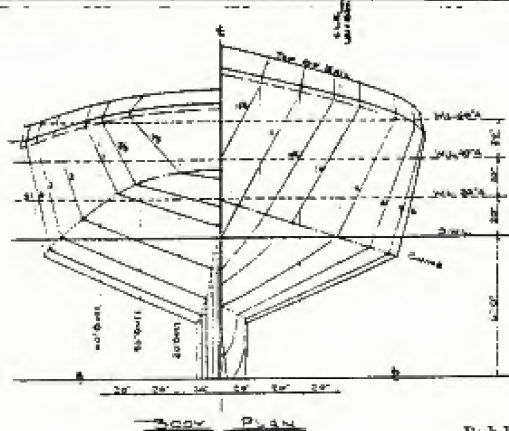
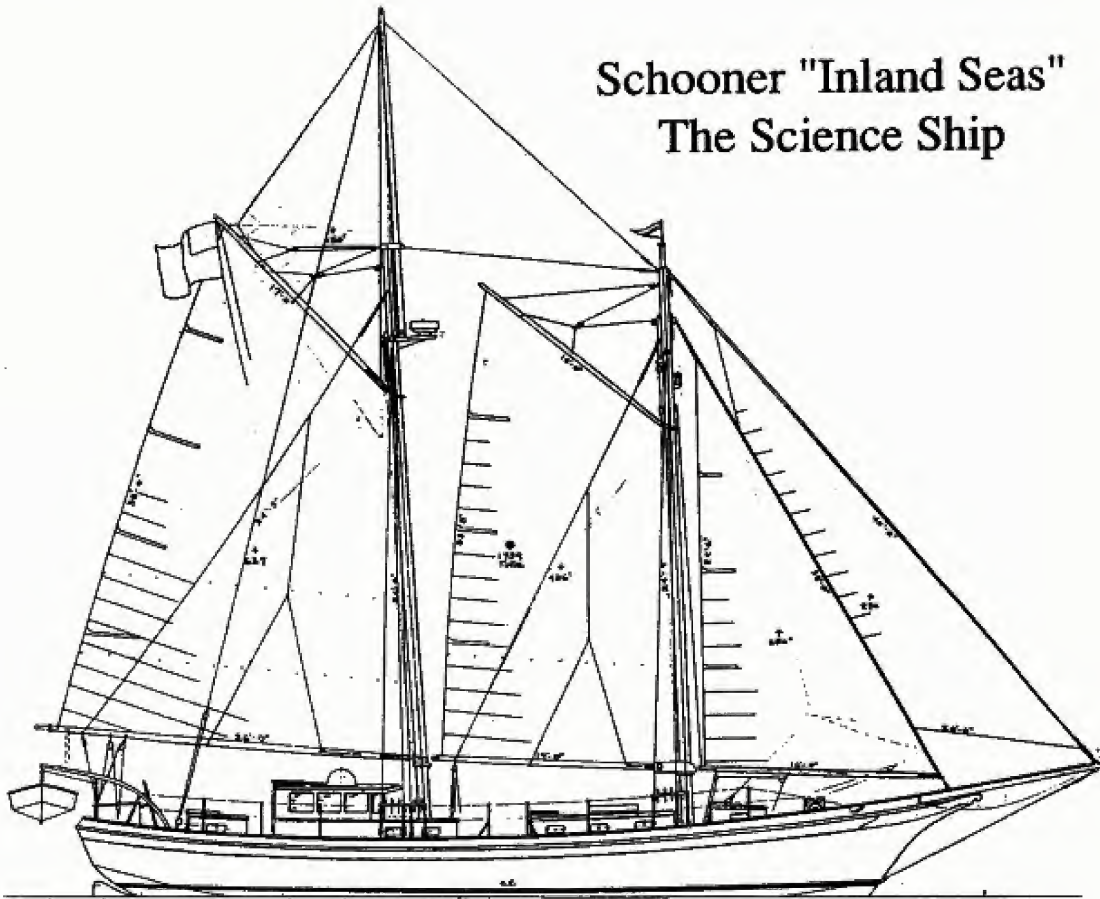
George J. Betz Jr. , 30 Summer St. Port Chester, New York. 10573-2630
Dennis Bronson. , 14422 Harvey Rd. Barboursville, Va. 22923
James J. (Jim) Davis.,9098 Grove Rd. Brooksville, Fl. 34613.
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Garry Lee Frazier.,2473 E. Main St. Lanxaster, Oh. 43130.
John J. Fuhrmann., 3 Maple Ave. Bellport, New York. 11713.
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Thomas Helgeland., 626 Coggeshall St. New Bedford, Ma. 02746.
Charles E. Hindenburg., 1459 Jefferson Ave. Clovis, Ca. 93611.
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Steven J. Nelesen., 122 N. College St. Cedartown, Ga. 30125.
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James E. Phenix., 11243 Country Club Rd. New Market, Md. 21774.
Charlie Ricketts., 23511 Wallitner Rd. Arlington, Wa. 98223.

ADDRESS CHANGES .

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David W. Dukes.,3009 Bagley Ave. Los Angeles, Ca. 90034.
Tom Fairchild., 504 NE Suttle St. Portland, Or. 97211.
John Fox III., 1411 N. Woodale Rd. Birchwood, Wi. 54817-3041.
Hideo Fukube., 52 C Memorial Ave. Fendalton. Christchurch, New Zealand 8005.
Eliot R. Johnson., 411 Valley View Dr.Coraoplis, Pa. 15108-9257.
Msg. Theodore L. Miller., HHD 227th Maint. BN Unit # 15275 Box 675
APO, AP 96205-0048.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

Schooner "Inland Seas" The Science Ship



SAIL PLAN

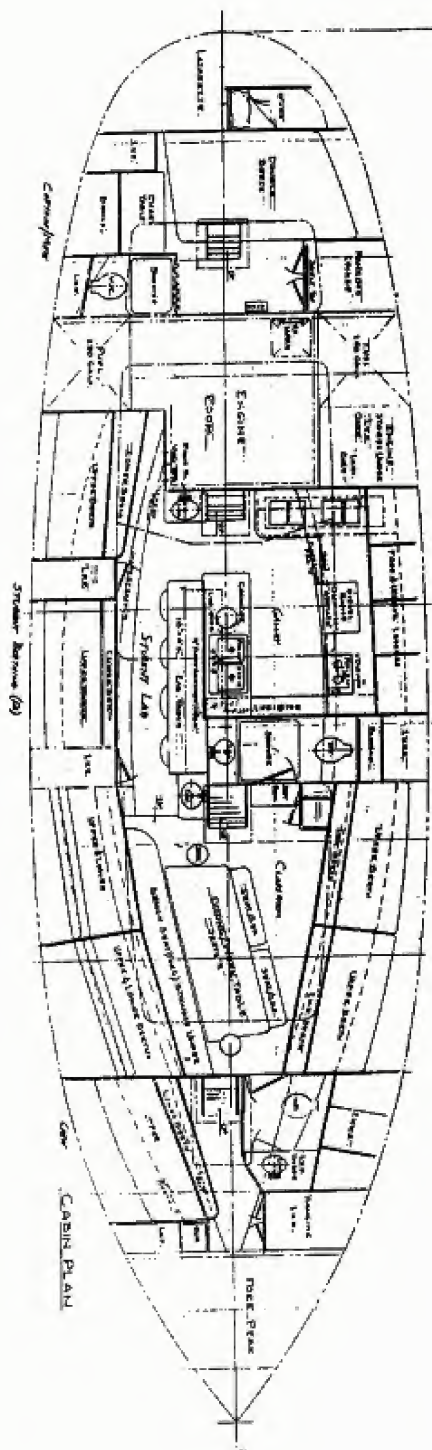
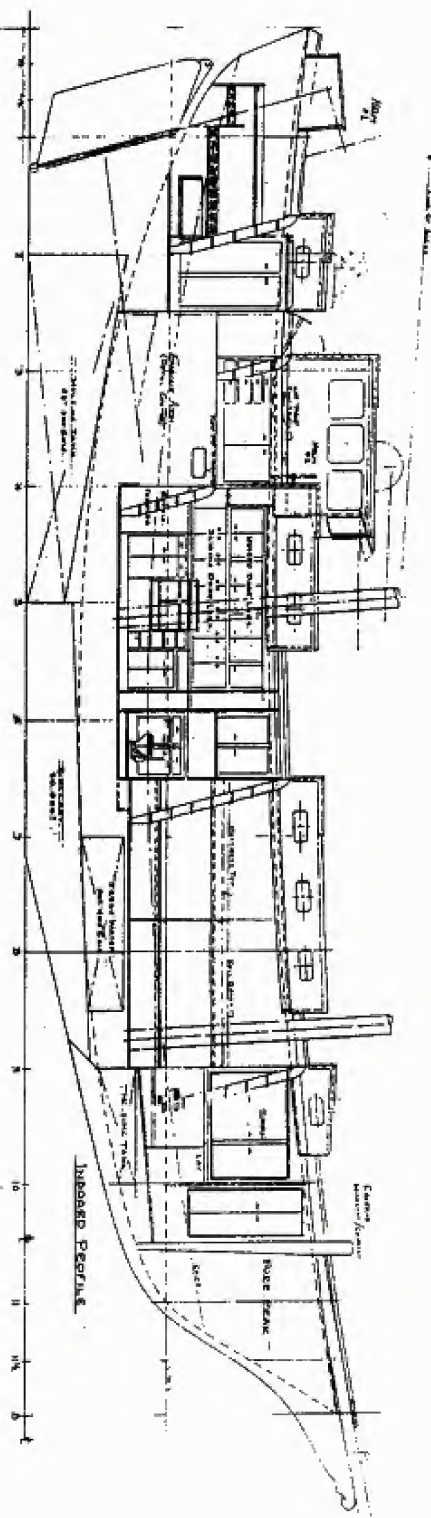
LOA	61'6"
LWL	53'
Beam	17'
Draft	6'6"
Disp.	42T

Designer:
C.W. Wittholz

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Inland Seas Education Association

Office Location: 101 Dame Street, Millside Building, Suttons Bay, MI 49682 (616)271-3077
Mailing Address: P. O. Box 4223, Traverse City, MI 49685-4223



HOLLAND

MY DEAR RUM-SOAKED FRIENDS!

Did you know, that making ships in bottles is one of the healthiest hobbies in the world! You can read it daily in the newspapers. Red wine seems to be an ideal medicine to prevent illnesses. A drink every day, keeps the doctor away, so you can imagine how much fun you can have if you bring a full bottle to the doctor's wife. And before you can build a ship in a bottle, you need an empty bottle first. Listen to this old American poem, made by some unknown hobo.

LIQUOR & LONGEVITY.

The horse and mule live 30 years
and nothing know of wines and beers.
The goat and sheep at 20 die
and never taste of Scotch or Rye.
The cow drinks water by the ton
and at 18 is mostly done.
The dog at 15 cashes in
without the aid of rum and gin.
The cat in milk and water soaks
and then in 12 short years it croaks.
The modest, sober, bone-dry hen
lays eggs for nogs, then dies at ten.
All animals are strictly dry:
They sinless live and swiftly die;
But sinful, ginful rum-soaked men
survive for three score years and ten.
And some of them, a very few,
stay pickled till they're 92.

"Unknown"

I have reached the age of 80 now, so I have another 12 years to go if I stay pickled enough. Owing to the fact, that I had some eye-operations, I don't believe that I will build more SIB's, but on the other hand, I did my share. I made about 500 SIB's, which can be found all over the world. I am a happy man and proud to have that many friends in the rather small world of SIB-ers.

FROM HOLLAND WITH LOVE!

Bob de Jongste,
the Hague,
Netherlands.



From Bob de Jongste,
Van Hoornbeekstraat 13,
2582 RA THE HAGUE,
Netherlands,
e-mail: welkom@worldaccess.nl



To WHOM IT MAY CONCERN!

February 11, 1998

Dear friend:

Owing to the fact that there have been some changes overhere,
our bottleship homepage has got a new address.

This new address is as follows:

<http://www.worldaccess.nl/~welkom/HOME.HTM>

It may interest you to know, that our homepage gives you three
different kinds of music. The Dutch version is an old shanty,
the English version is a well-known melody and the Austrian
page is represented by some beautiful classical harpsichord
mussic.

Do not forget to look at the extensive booklists about ships
in bottles. Remember that many of these books are out of
print, but your second-hand bookstore may be able to help you.

My youngest son Herman, who constructed our homepage, is
moving to England with his family. I hope, that he can take
care of our homepage again as soon as he has settled down at
his new address. I keep you informed.

One of our members in Belgium has problems with the
construction of stunsails (bonnets). Is there anyone who can
explain how to do it in a simple way. Please publish it in
"The Bottle Shipwright" so we all can learn from it.

Regards,


Bob de Jongste.

GLOUCESTER SCHOONER

model by Chuck Hindenburg completed- January 1998

For years I have been intrigued by models of sailing ships placed in bottles. It was inconceivable to me how a person could build a ship inside a bottle.

In the fall of 1997, I had the good fortune to mention my interest to a co-worker, Jim Scofield, who told me that he was a charter member of Ships-in-Bottles Association of America. Jim had numerous books on the subject and offered to loan some to me. I read his copy of the book, Ships-in-Bottles by Don Hubbard and decided I would give it a try. Mr. Hubbard gives a detailed, step-by-step description of how to make a ship in a bottle and recommends a Gloucester Schooner as a good ship for a first attempt. Jim, himself an accomplished wood carver and ship modeler, gave me a piece of basswood and I jumped in feet first.

Since I am new at this, as I document this process, I am going to attempt to provide some incite into the problems and pitfalls that first-time modelers can expect to encounter.

My first step was to select a bottle and insert my putty "sea." As it happened, I had an old whiskey bottle sitting in the pantry, an Evan Williams Antebellum Decanter. For my sea, I followed Mr. Hubbard's advice and used glazing compound colored with oil-based, Prussian blue pigment. Manufacturing and using the sea extruder described in the book, I finally got something resembling a sea into the bottom of the bottle.

I encountered problems from the start however. The putty was too sticky and I had a hard time smoothing it out as it would stick to my putty tamper. I finally got it done by using vegetable oil as a lubricant to keep it from sticking to the tamper.

The next problem was trying to determine the size and depth of the depression in the putty where the ship would be placed. As it turned out, my estimation wasn't too bad, but in the future I'm going to try using a second carved hull to make my impression. I might get a better fit.

By far, the most frustrating thing I encountered when making the sea, were tiny smudges which appeared on the inside of the bottle. Wiping them off was a son-of-a-gun. I will exercise more care on future projects to try to avoid smudges altogether.

The next step was to carve the hull. Even though I had never carved anything before, I carefully traced the pattern for the hull onto the piece of basswood, confident that I could carve something as simple as a ship hull. After sawing the rough outline from the block, I took my newly purchased Exacto knife and began to whittle away everything that did not look like a ship. As I began the painstaking job of chiseling out the deck, I discovered that I had carved the hull out across the grain of the wood. I talked to Jim about this at work a couple of days later and he convinced me that I would be better off scrapping my first attempt and carving a new hull with the grain. I was chagrined, but started over again. I have to admit that the second effort went much more smoothly; especially when it came time to chisel out the deck.

Sanding and painting the hull is pretty straight forward. The only difficult part is getting a straight line on a curved hull. I do believe that in the future I'll spend a little more time on this part, just to get a smoother finish.

Next came the details on the deck, e.g., deck house, hatches, and life boats. Deckhouse and hatches are fairly easy; very small, but basic rectangular shapes. The life boats are another story however.

The book explains that one should carve small pieces like the lifeboats while they are still attached to the larger piece of wood so one has something to hold on to. This made good sense, but since I had minimal experience in carving, it took me a good hour to carve something that somewhat resembled a small boat. OK! Time to free the boat from the larger piece. As I carefully began to ease my knife along the keel to separate the lifeboat from the main block, the leading 1/16th inch of the bow flew off, then the next. A closer examination revealed that I had done it again, carved the whole thing cross-grain. Scrapping that piece, I succeeded in carving two lifeboats which I proceeded to place on the ship.

The next step was the spars and rigging. The first step was to turn down the bamboo skewers from their original size to the size that would approximate a to-scale representation of masts, booms, gaffs, etc. Using an electric drill works great, but don't squeeze the sandpaper too tight or you'll twist the skewer in two at the chuck. After several attempts I succeeded in turning all the spars that were required for my ship.

I experienced no problems what-so-ever mounting the bowsprit and masts to the ship except finding the 30 gauge wire which Mr. Hubbard recommends for the mast hinge. After looking in hobby shops, craft shops, hardware stores, and every place else I could think of, I finally found the wire at K-Mart.

Attaching the gaffs and booms to the masts was pretty straight forward, but I would recommend tapering the end of the gaffs to the angle of the gaff to the mast to prevent problems with the gaffs lying to one side or the other of the mast.

One difficulty I encountered at this stage was tying the lines which hold the gaffs at the proper angle to the masts. I didn't realize the importance of this until I began fitting the sails to the masts and spars, and they didn't fit. Believe me, tying those tiny little knots and trying to position them exactly where they belong is a real challenge.

The shrouds are actually not too difficult. The next time though, I am going to try drilling the holes through the bulwarks from outside-to-inside before setting the masts. I followed the sequence in the book and had a hard time getting the holes lined up opposite each other and at the same elevation below the upper edge of the bulwark.

Sails! This, to me, is the defining point of any ship-in-a-bottle. This is what most people stop and say, "How'd they get that in the bottle?" Once again, Mr. Hubbard gives excellent instructions on how to create the sails. Unfortunately, how well they work with the ship depends upon how well one set the angle of gaffs. Since I didn't do so well, my sails did not fit right. A little trimming here and there and I made them fit, but more patience at an earlier stage would have saved some aggravation. Again, this relates back to setting the spars and I know that I, for one, will take far more care in the future to make sure I do it right.

Now, the model was complete. Time to launch my creation. Believe it or not, this part actually went off without a hitch. It worked just like the book said it would. I figure that I made so many errors and mistakes to reach this point that Neptune owed me one. I'm sure he'll get even on some future model.

Finally, the whole thing was together, sealing wax in place, and ready for display. The Gloucester Schooner now sits on my mantle piece and I am looking forward to starting my next ship-in-bottle.

One last note. At each phase of this process, it sometimes took me several days to proceed to the next step because I was afraid I was going to mess up so badly that the whole project would be irredeemably ruined. I made plenty of mistakes, but nothing catastrophic. I'll approach my next model with more confidence.

MODELER'S LEXICON by F.J. SKURKA

- BAY** : An area between decks in the foremost part of old sailing vessels , located in front of the bitts to which the anchor cable was secured.
- BEAK** : Heavy pointed projection built just under the waterline on the prow of a vessel used for ramming ; a ram .
- BEAKHEAD** : Space above the catheads, on either side (port and starboard) at the very bow, from which large anchors are suspended . Because the beakheads are so far foreward they were floored over with gratings open to the sea below and were used as the seamen's lavatory . Because of this, lavatories aboard ship are still called " heads," although located elsewhere.
- BEAM** : (1) The measurement of a vessel from side to side at her widest part ; (2) The ships frames extending from side to side which ties the frame and supports the deck .
- BEAM ENDS** : (1) That point where the beams are connected to the frames. (2)When a vessel has rolled over to such an extent that she can no longer right herself and float free and upright ;she's afloat on the ends of the beams, with no righting moment to bring her back .
- BEAM KNEE** : A piece of right angled wood or steel, which connects and strengthens the joint where the frames and beams meet. On wooden vessels , this was made of wood which had grown naturally to form a crook. On steel ships the knee is also called a gusset .
- BEAMY** : A vessel that is proportionately wider for length than is normal. Generally, in sailing yachts, beaminess begins when the width is greater than one third of the length.
- BEAR** : A heavy coir (coconut husk fiber) mat loaded with sand , with ropes fixed at either end , which is hauled to and fro across a wooden deck to scour and clean it.
- BECKET** : (1) A small piece of rope made into a circle or loop for various purposes.
(2) A short length of rope with an eyesplice in one end, a stopper knot in the other, used to hold various articles (pikes , cutlasses, etc.) together for stowage.
(3) A short rope with eyesplices at each end, used to hold the foot of a sprit (long, thin spar which stretches diagonally across a four sided fore and aft sail to support the peak) against and close to the mast.
(4) The eye at the base of a block for making fast the end of a fall (the handling end of a tackle; end of the rope rove through blocks on which the pull is extended).
- BECKET END** : Commonly, a sheet bend, which is an efficient knot used to unite two ends of a rope or rope end to an eye. Mostly used to marry ropes of unequal diameters. It jams with strain and will not slip; easily cast loose.
- BEND** : (1) A combination of turns and tucks by which one rope is fastened to the other or to a spar or other object.
(2) As a verb - to secure a sail to a yard or other spar.
(3) To shackle the chain to the anchor.
- BED** : Any shaped base which supports the object placed on it, such as ; anchor bed, engine bed, boiler bed; a foundation.

SPINDRIFT BY F. J. SKURKA

A trip to the local drug store for a new tooth brush proved to be fruitful and productive , not only from the oral hygiene standpoint, but from the modeling aspect . The John O. Butler company produces the Butler G.U.M. proxabrush , which is 7 inches long , 1/4 inch diameter plastic handle having a 20 degree angle snap closure at each end , that holds a brush used to clean between the teeth . The bristles spirally wound and held in shape by twisted wire . The brushes are all 1/2 inch long and are of five sizes ; ultra fine cylindrical, 1/16 inch diameter , ultra fine tapered 1/16 x 1/8 inch diameter , cylindrical , 1/8 inch diameter, tapered 1/8 x 3/16 inch diameter and large cylindrical 3/16 inch diameter .

These brushes can be used to paint wave tops and create interesting brush strokes and effects, especially when weathering hulls or buildings . Of course , they are also good for cleaning your teeth .

For those who put bottled models on stands there are two products which not only improve the appearance of the model, but it's security on the stand . The bottle cradle can be lined with felt or cork and the underside of the base similarly treated . " Presto felt " or " Kunin felt " is made by A Foss Manufacturing Company , Hampton, New Hampshire 03842 and comes in a wide variety of colors . This 9 x 12 felt sheet , is a peel and stick , sticky back , felt piece , which is cut to size peeled and placed onto the cradle and stand bottom . It costs \$ 1.50 .

The Hearts and Crafts - Cork! Company of P.O.Box 2063 , Medford Lakes , New Jersey 08055 , produces " CRFT-T-Cork sheets" which are 8 an 1/2 x 11 x 1/16 inch cork sheets easily cut with a scissors . The cork has to be glued; any modelling glue works equally well . Two sheets cost \$ 4. 00 . I have found these products in the local craft shop .

The 3M Company has developed a new contour surface sanding sponge which can be rinsed and re-used . As a wet or dry sanding pad , it can be used on wood , paint , metal , or drywall . This 3/16 x 3 an 1/2 x 4 an 3/4 inch pad can be obtained in medium , fine , or extra fine grit . These pads are excellent in finishing hulls or contoured surfaces . I could not obtain a price , since my local 3M dealer only had samples . You will need to call 1-800-480-1704 for your local dealer or Sherwin - Williams paint store .

Duckworks Woodcrafts , 7736 Ranchview lane , Maple Grove , Minnesota , 55311-2100 , has an excellent variety of Baltic Birch and Finnish Birch Plywood , that ranges from 3 ply , 1/64 inch to 15 ply 3/4 inch in widths from 10 x 10 inch to 30 x 15 inch . They also carry Birch dowels sanding products , scroll saw blades , wood products of every description and a wide selection of paints , brushes , painting supplies and pens . Call for a catalogue at 1-800-420-5921 .



10 • Two-Masted Schooner, Inland Seas, and Welcome

by Joe Barr



Once again we welcome a rather diverse group of new hands into SIBAA. And I'am happy to say , a large group. Thomas Netsel of Jamestown, North Carolina, has built several dozen SIB's. George Betz jr. of Port Chester, New York has also got a few to his credit, and is presently working on the 5 masted coal schooner " Margaret Haskell " . Vsevolod O. Gladilin of Moscow, Russia, has sent in some photos of his works which have been in past issues. Charlie Ricketts, of Arlington, Washington has finished 2 but still considers himself a beginner, as does Charles (chuck) Hindenburg of Clovis, California, 1 done and another on the drawing board. Then there is Thomas Helgeland, of New Bedford, Massachusetts, who bottled a New Bedford Scalloper that was owned and Captained by his Dad, and on which he made fifty trips . C.L.(Sam) Eckerman bottled his first SIB at age 14, and now a few years later he plans to get back to it. James (Jim) Davis of Brooksville, Florida, hopes it won't take another heart attack to motivate him into building another SIB. Jim, I'll talk to you at the next meeting of the Suncoast Ship Model Society. Eliot Johnson of Coropolis, Pennsylvania (sounds like the Prez had a hand in this) is a long time wood carver, and a member of the Monongahela river buffs Assoc. Has built models of Grand Banks Fishing Dories, John Fuhrmann of Bellport New York is presently working on the " Regina Maris " which will be raffled off to raise money for the restoration of the real " Regin Maris" which is presently moored in Greenport , New York. Mr. P. Bij De Leij of Pattaya, Chonburi, Thailand and is Curator of the Bottle Art Co. Ltd. Museum photos of which have been in past issues also joins us. Garry Lee Frazier of Lancaster, Ohio , some of us have already met in Washington D.C. and is John Fraziers brother. Our Last three new members claim no experience, They are Steven J. Nelesen of Cedartown, Georgia, who's E-Mail address is Subsandwich @ mind Spring Com. James E. Phenix of New Market, Maryland , and Dennis Bronson , of Barboursvill, Virginia also do not mention any experience. Gentlemen " Warning" this hobby is habit forming, but I think you will like it. Just remember, I can not print photos, hints, tips or articles that you do not send in. This is your Journal, about you , what you do and how you do it. So send it in and share it with other members.



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ГЛАДИЛИН

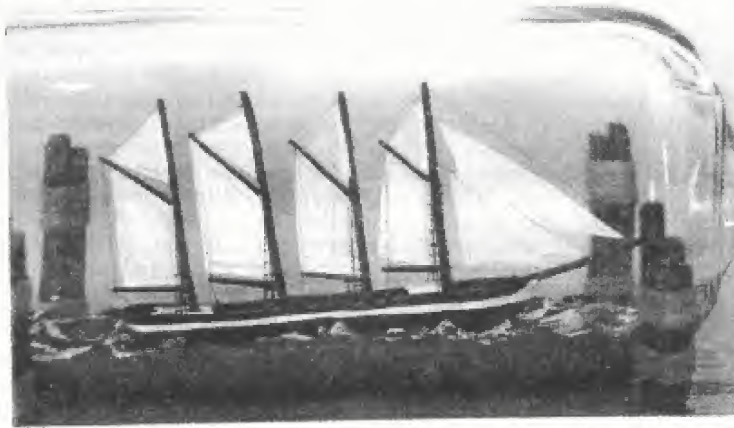
Всеволод Олегович

Россия, Москва
Тел.: (095) 270-20-52



The Prez Sez, preliminary plans are in motion to hold a Conference at Historic Mystic Seaport in Connecticut, early in the year 2000. Why 2000?

Mystic Seaport's management policy is to require two years notice from any organization requesting the use of their facility. This time frame will give all of our builders the opportunity to get models finished in time to have them at Mystic. We have been advised that members who sell their models will have that opportunity in the Seaport Gift Shop as long as we are there. (another fine opportunity). Get going, you builders , another great get together is forming up. You will be learning more in future issues of the Bottle Shipwright . The Seaport would like some of the models to remain on display for six, months and they would build cases for them as required .



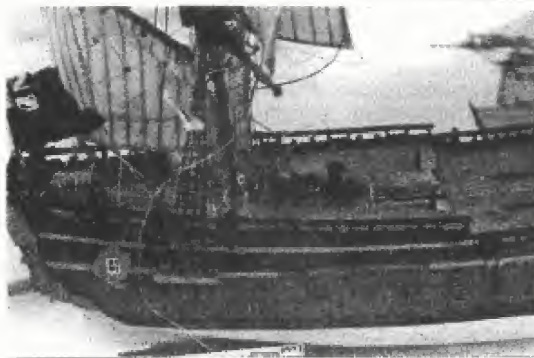
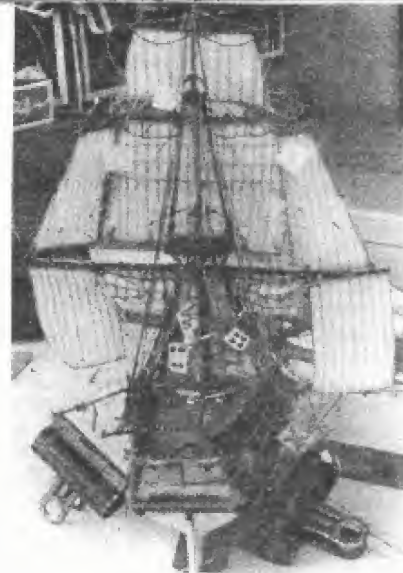
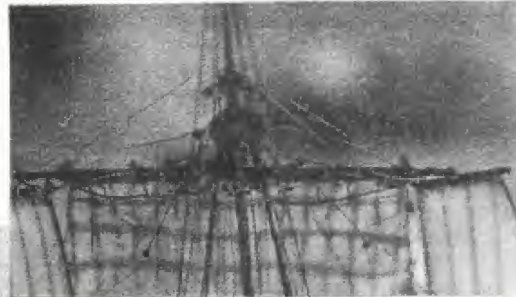
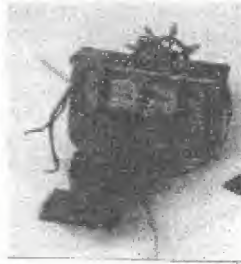
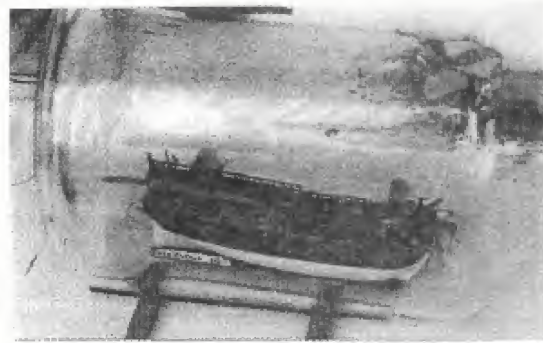
The above photo of the " Malcom Baxter Junior by Mike Phillips"



Herb Manley's USCG "Eagle" in a 4 liter Pyrex Bottle.

Letters
from the members

Issue 1997-4 had a photo of Juan Rodriguez Del Barrio's "Endeavor", and I promised more in this issue, here they are.



Christmas Ornaments

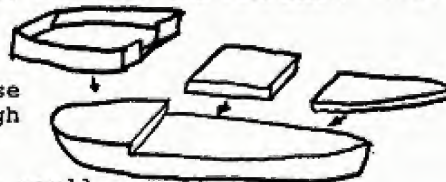
by

Joe Barr

Although I've been bottling ships for about eight years, I never considered putting one in a clear glass Christmas ornament until I saw the photo of the Maine Lobster Smack in a 3 1/4" ornament by John D. Cox in the 1996-3 issue of the *Bottle Shipwright*. That same issue had an excellent photo essay by C. L. Don Bradley showing a 1 1/8" Clipper in a small "bitters" bottle. So, guys, thanks for the inspiration. Here are my three tries at this tiny craft: *Welcome*, *Inland Seas* and a two-masted schooner -- all in 6 cm clear glass globes.

First I tried *Welcome*, a small Revolutionary War sloop that served the British in and around the Straits of Mackinac, Michigan. By the way, you can find *Welcome* on the Internet (<http://www.novagate.com/~schoonerman/WELCOME.HTM>). The *Welcome* exists today in the stewardship of the Maritime Heritage Alliance (MHA) based in Traverse City, Michigan. The current replica was built by the Mackinac Island State Park Commission as a bicentennial project and launched in 1982. MHA is trying to restore her. I chose *Welcome* for my first ornament because she has only one mast and I figured that this would simplify the technique of cutting the deck apart and gluing the sections onto the hull like I saw in Don Bradley's three-masted clipper ship.

Well, our hobby does pose interesting problems. I carved the tiny hull, only 3.5 cm long. I made the mast, gaff, and boom in scale with the hull, but cut the bowsprit considerably short to ensure that the whole ship would fit into the ornament. Then I cut the deck off and cut the deck into three pieces: the fore section, the midsection and the quarterdeck. Each of these pieces would fit nicely through the neck of the ornament even with the mast and bowsprit attached. After this, I cut a small amount off the front two-thirds of the hull so that the quarterdeck would be slightly raised from the main deck. Hopefully you can make sense of these words by looking at the drawing. I attached the bowsprit and the mast to their respective deck sections and kept fitting these pieces through the neck to ensure that all would go well at the time of assembly. But then I realized that when I would glue the deck pieces back on the hull in the ornament, the job would look messy. Anyone would be able to mentally reconstruct my method simply by looking at the separation lines. The magic would be gone. Besides, I knew that I'd have a devil of a time lining up my deck pieces neatly. After considerable thought I decided to glue on a paper "railing" around the front two-thirds of the hull so that the deck pieces would fit into it neatly thereby hiding the separation lines. I also added



a paper railing around the quarter deck simply for decoration. I glued the midsection to the hull first, then the fore section. The quarterdeck was simply butted against the midsection when I glued it on. I rigged the whole thing outside of the ornament and realized that I had to have the shrouds inside of the railing for this technique to work. The front two deck sections were linked together by the rigging whereas the quarterdeck had no lines attached. This method worked alright, but I felt that I could easily have built the ship in one piece with a collapsible mast and saved myself a lot of trouble. Still, for my first attempt I was pleased with the result and, of course, Helen, my wife exclaimed that it was delightful.

Next I tried the two-masted schooner *Inland Seas*. You can find this beauty on the Internet also (<http://www.traverse.com/nonprofit/isea/InlandSeas.html>). At first I was attracted to this schooner because of its burgundy sails. However, I found that the whole color scheme really makes this model distinctive (green hull with red at the bottom, white stripe at the top, a thin white stripe between the green and red, and white cabins). I got copies of the plans from Tom Kelly, the director of the Inland Seas Education Association and had a pleasant telephone conversation with Mrs. Estelle A. Wittholz, the widow of the designer, Charles Wittholz. Thanks to both of these fine folks for their kindness and for permission to publish the plans in this journal. If you are ever in the Traverse Bay area of Michigan, look for *Inland Seas*.

I built *Inland Seas* using the tried and true technique of carving the hull (4 cm) as one piece, constructing the collapsible masts with U-shaped hinges, and rigging everything outside of the bottle. To get the hull to fit through the 1.4 cm neck, I again positioned the shrouds inside of the railing. By the way, this is the first time that I used styrene on a model. Thanks to John Fox for mentioning this material in his articles. I used thin styrene strips (1x2 & 1x4) for the white stripes on the hull and .75 x .75 mm for the support frame for the life boat. Being used to working with wood and paper, I was surprised at the small amount of glue needed for styrene. As you can see in the photos, the result is stunning. I use acrylic paints and found that three coats were needed on the paper sails to get a good uniform burgundy color. I finished off the ornament with a Turk's head knot of two strands. When my wife saw this one, she exclaimed that it was "so cute", and probably the best looking model that I'd ever constructed.

As usual, I used glazing putty for the sea, mixed with linseed oil and Prussian blue oil paint. I've been using this mixture for years with my bottled models. To get the "sea" into the container without worrying about smearing the sides, I swish rubbing alcohol around the inside of the container first, drain it out and then put in the glazing mixture. This method saves much of the clean-up since the glazing doesn't stick to the glass until the alcohol evaporates. The alcohol evaporates away within a day or two. This method works fine in bottles lying on their sides, but I found that in the spherical ornaments, a ring of oil remained just above the sea. To get rid of it, after the "sea" set, I dipped a cue tip in alcohol and cleaned out the ring. I'm guessing that it's the

spherical shape that causes the evaporation process to leave that ring.

For my last ornament, I made a simple two-masted schooner in a style popular on the Great Lakes at the turn of the century. I gave it a grey hull (3.8 cm) with a red bottom, a white cabin, and lightly stained canvas colored sails. Again, I kept the shrouds inside the railing. The technique that I followed is the same as that described for *Inland Seas* above. I was comfortable with the project now. When I finished, my wife figured that these ornaments would make perfect Christmas gifts to our families -- but then she can choose only one for herself. She's still rather perplexed since she likes each one. Although she hasn't set a deadline for her final decision, we know that it will have to be before the Christmas day family gathering.



Welcome



Inland Seas



Two-Masted Schooner



BOOKS

BY

Francis J. Skurka

MAKING SHIPS IN BOTTLES
BEGINNERS TO ADVANCED.
By Leon Labistour.

In the last issue (1997-4) this column reviewed the video tape produced by Leon and Pat Labistour an only made mention of the book Leon wrote before he started to make the tape. In reality, the tape complimented the book. I should have done the book first. Be that as it may, here's the low down on the book, which is an 8"x11½" soft cover book of 90 pages.

The black, shiny covers are nicely illustrated, front and back, with colored photographs of the models depicted in the tape and inside the book.

The book contains over 30 black and white photographs, 22 plans and 40 line drawings. In chapter #1, the author covers tools and materials including his own "homemade" tools, as well as "store-bought" modelers tools that are familiar to all. The "beginners model" is depicted and explained. A Brigantine.

The author details how to carve the hull and bulwarks, drill for the masts and rigging, paint the hull, make the masts and yards, making and installing the deck furniture and making the sails. Also how to create the seas, bed the hull and how to add lighthouses, flags and neck models (a small tug boat).

In the next chapter, the author shows and explains how to construct three and four masted barks with many more details such as: capstans, bollards, navigation lights, binnacle, wheelbox, anchors, deckhouses, lifeboats, davits, figurehead, liferings, and rails, in making sails and explaining standing and running rigging. He goes into more exacting construction techniques because of the complexity of these types of vessels.

In chapters # 5 and 6, the author bottles a ship in an upright decanter with a few innovative techniques. He explains in detail how to construct hingeless masts and how to remove jib lines without a trace. These techniques have been around a long time and are definitely not for the inexperienced.

The later chapters are devoted to constructing and bottling a clipper ship in a Haig & Haig dimple bottle and tying the Turk's head knot. As a personal note, the old Haig & Haig "pinch" (an American term) bottle, made famous in Don Hubbard's and Jack Needham's books had a 3/4" neck opening;; the current bottles have a much smaller inside diameter, so beware.

In the final chapters, Leon covers other types of models, such as, shadow boxes, half models, picture frame models. He also covers ratlines, neck models a brief glossary and in conclusion, his own personal experiences as a highly successful modeler for over 35 years. This book is outstanding for beginners and when married with the tape, provides an excellent combination for anyone who wishes to learn how to build a ship in a bottle. The book and tape should be in everyone's library. To obtain this book, send \$20. U.S.Dollars to:

Pat Labistour
Marine Arts, Seascope
King Street, Robin Hood's Bay
N. Yorks, England, YO22 4SH.

There is a matching kit with parts, tools and materials for building a Brigantine and a three masted bark (no bottle) also for \$20.



Notes From The Membership Chairman

by Don Hubbard

DUES RAISED TO \$20.00

ALL HANDS PLEASE NOTE: After years of holding off , we must raise the dues to keep our treasury solvent. This raise is effective immediately on receipt of this newsletter. There has been a steady increase in the cost of Bottle Shipwright due to rising expenses for printing and mailing, and we try to keep each issue filled with photographs which are costly to reproduce. Rather than reduce the size or contents of the newsletter we have decided on the \$2.00 raise. As you know, the entire Association is run by unpaid volunteers, so you can be assured that your few extra dollars will go to the production and mailing of our publication. Thanks for understanding.

VIDEO TAPES AVAILABLE: In the 1997-4 issue of Bottle Shipwright, **Frank Skurka** reviewed the 70 minute video tape, **Making Ships-In-Bottles**, produced by Leon and Patricia Labistour in England. This is an excellent instructional tape created by two long-time profession SIB builders, and will make a welcome and helpful addition to any serious ship-in-bottle builders library. To assist our members to obtain this tape your Association has purchased 20 copies which are on sale for \$20.00 plus \$3.00 postage. **You can obtain your copy by sending your check for \$23.00 to Don Hubbard, P.O. Box 180550, Coronado, CA 92178.** Two of the twenty are already sold, so the tape *is* popular.

I have just received an E mail telling me that member **Robert Evans** has been promoted to Chief Warrant Officer in the Navy. Send him a note of congratulations at gmcse8@aol.com . Now, will he have to change his E mail address to reflect the promotion?

One of our members sent me an E mail asking **how to bond glass to metal** since he was having trouble. This is my reply:, it might be helpful to others:

I don't know what you used the first time around, but I know some folks here in San Diego who make jewelry and bond glass to metal all the time. They use a product called Marine GOOP which comes in a tube and can be obtained in hardware stores. I would be inclined to try that. Then there is always epoxy. Years ago there was a company that used epoxy to glue rocks together to make funny creatures, and it worked.

Things to consider:

The bonding surface should be fairly broad. A flat sided bottle against wood would be better than a round bottle with a narrow contact point.

You can remedy the round sided problem by cementing two dowels to the bottle alongside the point of bottom contact.

And the surfaces must be clean and free of oil. A wipe with some acetone works well.

Let me know how things go. My best, Don

The accompanying article by new member, **Chuck Hindenburg**, made me gulp. Here was an analysis of the directions in my book opened to the critical eyes of the entire membership. Oh boy- bring in the guilty bastard and give him a fair trial. Fortunately, Chuck is a kind guy and let me off the hook, and his observations were correct. Read the article - it is educational. Thanks Chuck!

Member **Steve Wilson**, who lives in Sacramento, also builds radio control aircraft models. The little sportster in this picture is one of his recent models.



Those of you who receive *Model Ship Builder* Magazine already know that the cover picture on the March/April issue of the magazine is an enlarge picture of the control rigging lines for the USS Constitution in a bottle. The model is by member, **John Fox III**, a professional model builder who lives in Deephaven, MN. Along with **Charles Hand**, and some of our other builders, John is a frequent contributor of ship-in-bottle articles to *Model Ship Builder*. The article which accompanies the cover photo, is part three of *Old Ironsides As A Ship In A Bottle Model*. This segment alone takes up 17 pages in the magazine, and will be continued in the next issue. Excellent detail and photos/diagrams throughout. Recommended reading.

By the way, *Model Ship Builder* has been a consistent supporter of our art and hardly an issue comes by which does not have an article on the subject. A subscription costs \$26.95 US, and can be obtained by sending your check to *Model Ship Builder*, P.O. Box 128, Cedarburg, WI 53012. If you enjoy ship modelling this is the magazine for you.

Member **Bob Tiews** lives on his cruising sailboat, *RENAISSANCE*, while he tours the world, and his last letter was received from Langkawi, Malaysia, where they have been anchored for the last nine months up a graceful river. He reports that he built a bottled model of the *AMISTAD* using line drawings and a photo of a painting that he found in *Naval History Magazine*. He sent the model as a gift to a friend only to learn, next day on *Voice of America*, that there had been a motion picture produced about the incident. Thus impressed he plans to build another copy of the model when they arrive at their next anchorage in the Chagos group of islands in the mid-Indian Ocean.

Our good Dutch friend, **Bob de Jongste**, who is 82 this year, continues to send bright, interesting articles and information to me and *Bottle Shipwright*. He has often mentioned his collection of maritime artifacts, but it was not until I saw this partial picture of one wall of his house that I realized just how extensive and interesting it is. As a matter of information, this talented gentleman is fluent of French (he was a prisoner during WWII with some French officers), Spanish and, of course, English, which he writes with ease and humor.



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<http://www.worldaccess.nl/~welkom/HOME.HTM>
 (Note: The final part must be in caps or it may not work.
 You will find a Dutch, English and Austrian version, each
 with its own music.



Harold Hunston of Sheffield, England
 drew this cartoon. He also sent in
 some works of wisdom ?
 " God helps those who help themselves,
 but God help them if they're caught !
 Thanks Harold.



Thinking Small ... Very Small

Charles Hand bottles up the Ramblin' Wreck and just about anything else

By John Dunn

Over the past 25 years, Charles Hand has been performing some mighty small feats. It's really no big deal when you consider the Ramblin' Wreck, a 1930 Model-A sport coupe, has been scaled down and reassembled inside a bottle that measures 1.5-inches with a 1/4-inch opening at the neck.

Hand, IE '58, began making models in bottles in 1963, a decade before retiring as a mechanical design engineer at the Charleston Naval Shipyard in South Carolina, where he supervised Department of Defense modifications on ships and submarines.

"I always had it in the back of my head to do ship models in a bottle," Hand said. "I finally just took the time to learn. When I had a chance, I would do one of the ships that I was working on and give it to the ship's captain or engineering officer."

The model-in-the-bottle always included all of the design changes and modifications that had been performed on the ship. "We would receive all kinds of cooperation after that," Hand added.

Hand and his wife have retired to a log cabin home on 11 acres in the Blue Ridge Mountains, 15 miles from Canton, N.C. "Sometimes it takes a four-wheel drive vehicle to get here," Hand said. "A couple of weeks ago we had eight inches of snow."

18

Among the miniatures Charles Hand has created is a Ramblin' Wreck that measures less than an inch in length. The bottle's mouth is only 1/4-inch in diameter.

Going about the business of building a model in a bottle demands a few ready quips, he said. "There's a standard answer for drinking folks—which we're not: First, you've got to empty the bottle."

"You have to make your own tools," he adds. "One of my favorites is to take an ordinary hair clip like the ladies use when they are curling their hair, put it on the end of a bamboo skewer, hook a wire to it and, bingo, you've got a long forceps with a spring on it that keeps it closed."

The amount of time a project takes depends on the details and intricacies involved, Hand said. Ralph Preston of Vermont, who is renowned in the field, built a ship in a bottle that took him 13 years to complete, he said.

Hand has tackled many

projects other than ships, including airplanes, a Land Rover, a city bus, an ox-drawn covered wagon and a doll house.

The Ramblin' Wreck was built out of modeling material that comes in precise sizes and took several weeks to complete.

"Basically, you build it outside the bottle and then try to assemble it inside the bottle," Hand explained.

The bottle came from a local veterinarian "who appreciated my busi-

ness and recycling uses," Hand said. It originally contained one milliliter of serum.

Hand refers to himself as a *carphiliatist*—a word coined by the late Jack Needham, who wrote a book about the craft of building models in bottles. Many of his works are purchased by collectors, and the Ramblin' Wreck model sells for \$100.

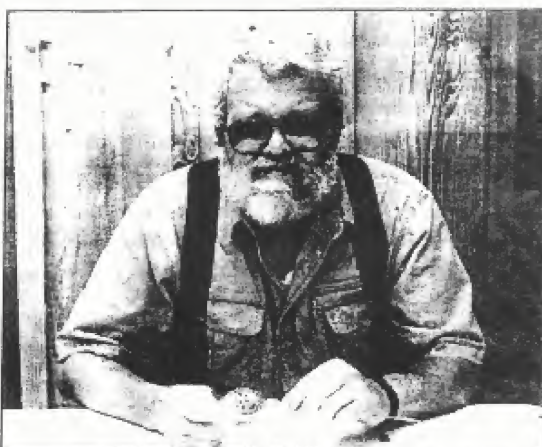
Hand also writes about his craft.

"I recently did an article about a Colonial Schooner," he said. "I take pictures as I go along and then write the article."

Among the more than 30 articles he has written are: "Ships In Bottles for Beginners," "Better Photos of Your Models," and "An Affordable Approach to Models in Bottles." He is a member of both The Ship and Bottle Association of America and the European Association of Ships-In-Bottles. Some of his articles have been translated and reprinted in journals of associations in Norway, France, Germany, The Netherlands, United Kingdom and Japan.

It's a craft that requires patience.

"We have a saying," Hand said. "It's tricky, but there's no trick." OT



Retired from the Charleston Shipyard, Charles Hand now captains a bottle-sized fleet.



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We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf note book. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

Dutch Association Ships in Bottles,
Representative: Bob de Jongste,
Van Hoornbeekstraat 13,
2582 RA The Hague, Netherlands.
e-mail:welkom@worldaccess.nl

July 1, 1997

Dear friends,

Is it true, that there are two SIB's in the USA, which are dated 1740 and which were not built by a sailor, but by a landlubber.

This is the first time that I heard hereabout from Hans de Haan and if this rumour is true, then I would like to have more details as where these SIB's can be found.

Please check and let me know, since it is too nice to be true! Perhaps you can mention it in "The Bottle Shipwright" and maybe there is somebody who knows more hereabout.

Love to you all,

Bob de Jongste.

cc. Jack Hinkley
Don Hubbard
Ray Handwerker
Frank Skurka
Alex Bellinger
Bill Westervelt
George Pinter

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$20 surface, \$30 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$20 surface, \$25 airmail.

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The copy will be printed in four consecutive issues (One year) from the closest publication date of receipt. Checks for ads should be made Payable to: " The Ships-in-Bottles Association of America" and sent along with Ad copy to: Mr. Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178.

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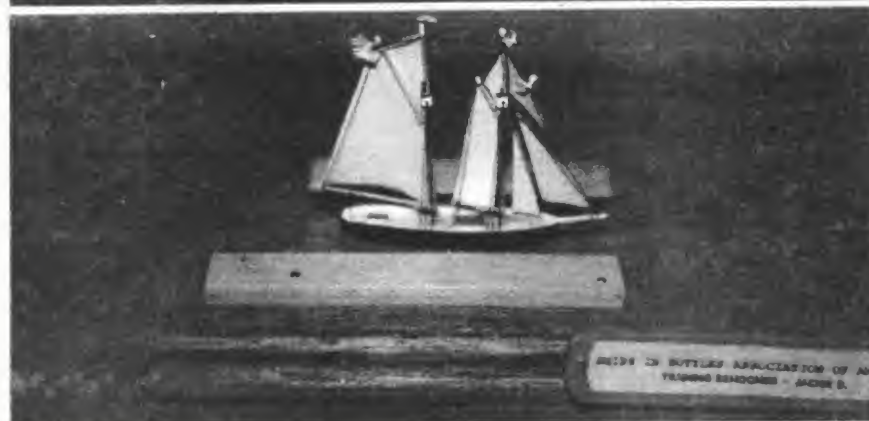
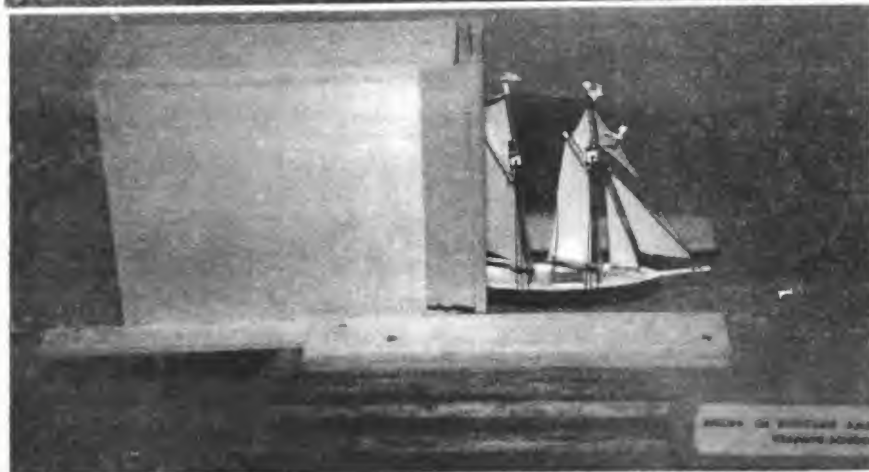
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This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.





As an extra added attraction I am enclosing photos of the boat shed that I created for my SIBBA Training schooner, Jackie D. It is my demonstrator model. It can be removed from its base when demonstrating the collapsing masts. Her lines run out to three small chocks to keep them taut. She is a "dust catcher" so I built a sliding boat shed to protect her.